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[a27]

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, HON. MR. CLAUD SEVERN.

HON. MR. C. CLEMENTI (Colonial Secretary).

HON. MR. REES DAVIES, K.C. (Attorney-General).

HON. MR. A. M. THOMSON (Colonial Treasurer).

HON. MR. W. CHATHAM, C.M.G. (Director of Public Works).

HON. MR. E. R. HALLIFAX (Registrar-General).

HON. CAPTAIN F. J. BADELEY (Captain-Superintendent of Police).

HON. MR. WEI YUK, C.M.G.

HON. MR. H. E. POLLOCK, K.C.

HON. MR. E. A. HEWITT, C.M.G.

HON. MR. C. H. ROSS.

HON. MR. E. OSBORNE.

MR. R. H. CROFTON (Clerk of Council).

MINUTES.

The minutes of the previous meeting were read and approved.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 9), and moved its adoption.

The COLONIAL TREASURER seconded.

THE CHIEF JUSTICE'S PENSION.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes No. 14 to 18, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded.

HON. MR. HEWITT—Your Excellency, with regard to Financial Minute No. 16, as I have pointed out to your Excellency, I propose to oppose this vote, and I would rather make such remarks as I have to make in the full Council than in Finance Committee. The vote before us is for £37 0s. 9d. under the head "Pension for Chief Justice." The unofficial members of the Legislative Council have not as yet been officially informed of the details of this proposed vote, but I find from personal inquiries made that most, if not all, of the unofficial members are fully acquainted with the details of the case. This, I understand, practically amounts to a permanent increase in the pension of the Chief Justice over and above the pension to which he is entitled under the terms of his service in the Government. The sum in itself does not seem to be a very large one. We are asked now to vote £37 0s. 9d. to this additional vote for the year 1912. The Chief Justice retires at the end of this month, consequently the additional vote asked for is presumably for two-thirds of the year. Having once admitted the principle that this official is entitled by the special vote of the Legislature to draw a larger pension than he would do if he retired under ordinary conditions, and drawn the ordinary pension to which he is entitled by service and the pay drawn during the term of his service, if we once pass this vote we practically admit an increase to the pension of the Chief Justice. Having once passed this vote, we will be then called upon to pass a vote of £80 or £80 a year for the rest of the lifetime of the Chief Justice, which we trust will be many, many years. Your Excellency, the point I wish to make is this, that the vote is being suddenly put before the Legislature Council, and we are asked to increase the pension of the second highest paid official in the Colony, who has only served for seven years, by 12½ per cent. that is to say, this official, if he retired from the service on his sixtieth birthday, as I understand he is doing, would be entitled to something like £450 from the Hongkong Colony, but he is retiring after only eighteen years' service in the Government employ, with a pension considerably over £700 a year—a pension something like double that of a Colonel, who often serves forty years and risks his life for his country. This official, I repeat, has only been in the Colony seven years, and in the Government service 18 years, yet is retiring on a pension considerably over £700 a year. We are now asked to increase his pension by over twelve per cent. We all know perfectly well that any of us entitled to retire on a pension would be very glad indeed on retiring, instead of getting twelve monthly payments, to get thirteen and a half. This is what we are practically asked to do. We are asked to increase his pension by close on £80 a year. I cannot conceive any sound reason why this vote should be passed. I certainly am, on principle, very strongly opposed to it. Whatever arguments for or against may be brought forward, I would ask your Excellency to be good enough to pass the discussion on this vote direct to the Secretary of State. We have a very large Civil Service in Hongkong, and by far

the greater number are subordinate officials, many of them with thirty, thirty-five or even forty years' service to their credit. If any of these subordinate officials brought forward arguments or a mathematical problem by which he showed that if he retired a little later, he would be entitled to an increase of 12½ per cent. to his pension, I am sure the Government would not consider his application favourably. If, however, these subordinate officials saw their way clear to obtain an increase, if any opening was given them to obtain it, they would certainly try their best to get it. In all these years in Hongkong, I have never seen such an application come before the Legislative Council of Hongkong. It is due, sir, largely to his persistence and, I may say, to his excessive impetuosity, that this vote has come so far. I think the principle is thoroughly unsound. It is wrong that the Legislative Council should, in one single instance, go outside the four corners of the liberal allowance in the Civil Service rules. Yet here we are asked to break from these rules for the one official who, next to the Governor himself, should be the last person to ask for an increase in his pension, and saddle the ratepayers of Hongkong with a sum of £80 a year, simply because we are asked to do so. I know perfectly well the arguments which will be brought forward, and I am therefore more or less prepared for some of them. It will probably be said that if this official had served a few years longer he would have deserved this vote. On the other hand, for reasons best known to himself, this official did not join the Service until eighteen years ago. Most of the Chief Justices who served in the Colony were men who probably spent thirty, or even forty, years in the Government service. This official only joined late in life, when it suited him. Another argument is, that, having taken up this position when he did, he found this sixty years' age limit forced upon him. I do not admit that argument for a moment. Outside of Hongkong and one or two other Colonies, the sixty years' age limit has been in force in most of the British Colonies for a number of years. To suggest that it is a hardship for him to fall within the four corners of this new rule is absurd. Looking at the fact that we are asked to give practically 12½ payments instead of the twelve to which he is entitled, in view of his high position and large salary, and from the few years he has served in the Colony, I think it would be a wrong principle to break away from the rules of the Civil Service regarding pensions, and make this grant which, I am perfectly certain, if it had been brought forward by a subordinate official of this Colony would have been turned down. I strongly protest against this vote. I told your Excellency that it would be better if the discussion took place in the full Council instead of at the Committee meeting. I beg, therefore, to move the rejection of this vote.

HIS EXCELLENCY—Does any one second the motion?

HON. MR. HEWITT—I don't know, sir.

HON. MR. OSBORNE—As a matter of form, I beg to second it.

HIS EXCELLENCY—Does any member wish to address the Council?

HON. MR. POLLOCK—Sir, I can't agree with what has fallen from my hon. friend opposite who represents the Chamber of Commerce. I think, sir, the circumstances in this particular case are very exceptional. There is no doubt that if the learned Chief Justice had served a few months longer he would have been entitled to the extra pension which it is proposed to vote to him. I think there would be no doubt also that in the normal course of events as they would have occurred in the circumstances which existed when he came to the Colony that the learned Chief Justice would have served these few extra months and that he would have earned this additional pension. But, sir, as the hon. member opposite has pointed out, since the learned Judge arrived in this Colony a special Ordinance has been passed enabling certain officials of this Colony to be retired at the age of 60, and if that Ordinance had not been passed since this appointment was taken up, the Chief Justice would without doubt have served the additional three months and earned the pension. I quite agree with my hon. friend opposite as to the danger of creating a precedent, but I think the circumstances of this particular case are quite exceptional, and in the circumstances this vote should be passed by the Council.

HON. MR. ROSS—I generally listen to the hon. member for the Chamber of Commerce with respect, but on this occasion I cannot agree with him at all. I think he is allowing his ideas of principle to override his sense of justice. The Chief Justice, as I understand, came here under certain rules, and if these rules existed he would have been entitled to this pension a few months hence, but a change in the rules having been made. That is not his fault. I would like to support everything which the Hon. Mr. Pollock has said.

HIS EXCELLENCY—Before putting the amendment which has been proposed by the hon. member who represents the Chamber of Commerce, I would like to inform him that the reason which weighed with

the Government was not that if this Ordinance had not been passed he would have been entitled to the pension which is proposed. One of the reasons which had actuated the Government in proposing this increase to the pension of Sir Francis Pigott was the following: It is the usual custom in the public service to grant an officer three months' long leave on full salary prior to his retirement. This has the effect of increasing his period of service by three months and in many cases it has the effect of increasing the number of years of his pension by one year, thereby enabling in many cases a considerable addition to be made to the pension which is calculated upon the basis of a certain salary. In the case of Sir Francis Pigott, it has not been possible to grant him leave on full pay, and if the three months to which I have referred had been given in his case it would have had the effect of increasing his pension by the sum which the Government is now asking, namely, £55 11s. 2d. That weighed with the Council, and the further fact that this case will not be taken as a precedent has led the Government to recommend the granting of this extra sum.

HIS EXCELLENCY—In favour of this vote?

HON. MR. HEWITT—I would like to ask a poll on this question.

HON. MR. POLLOCK—On a point of order, this is not an amendment which is moved by my hon. friend, but a direct negative.

HIS EXCELLENCY—It is an amendment to the motion.

HON. MR. HEWITT—I was informed last week that it would be in order if I brought the matter forward in the particular way in which I have done.

The ATTORNEY-GENERAL—I submit it is an amendment. It is an amendment proper to the original motion.

HON. MR. OSBORNE—With your Excellency's permission, I would like to remark that when I came into the room I had a perfectly open mind on this subject, and I seconded the motion purely as a matter of form. Having heard the arguments on both sides, I shall not vote in favour of the amendment.

The vote was then taken, the Hon. Mr. Hewitt alone supporting the amendment, which was thus defeated by 11 votes to 1.

WINDING UP OF COMPANIES.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid on the table Rules made by the Chief Justice under section 230 of the Companies Ordinance, 1911, as to fees payable in respect of the winding up of companies. He added—The matter is urgent. The Official Receiver is concerned with the winding up of companies and no provision has been made for his remuneration. I move that the rules be approved.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

THE FINEST SITE IN THE COLONY.

The Hon. Mr. Pollock asked the following questions standing in his name:—

With reference to the matched, which is being put up on the plot of land to the West of the Hongkong Club, will the Honourable the Director of Public Works state:—

- (1) Who is erecting the said matched?
- (2) For what purpose the said matched is being erected and subject to what terms and conditions?
- (3) For what reason the said matched contains two stories?
- (4) Whether any rent is to be paid by anybody, and, if so, by whom, for the use and occupation of the said matched?
- (5) Whether it is intended that any, and, if so, how many, coolies and/or workmen should be housed in the said matched, and for what reason or reasons?
- (6) If the said matched is being erected in connection with the trying out of any Public Work, what is the nature of such Public Work, and what is the contract-time and contract-price for the completion of the same?
- (7) Why are bricks being piled up on the ground to the North of the said matched?

The DIRECTOR OF PUBLIC WORKS replied as follows:—

- (1) The shed is being erected by Kang On, contractor.
- (2) The matched is being erected as a shelter for workmen who will be employed in dressing stone in connection with the contract for the erection of railings to enclose the areas to be laid out as gardens. The permit issued is for the period ending 30th instant. It will be renewed as required. The permit is for one large shed to be used as a shelter and three small sheds for office, kitchen and latrine purposes. The sides of the large shed towards Connaught Road and the Hongkong Club are to be close-boarded and the remaining sides are to be open. The only condition is that these sheds may not be used for habitation.
- (3) No permission has been given for the erection of a two-storied shed. Before these questions reached me the Contractor had been instructed to remove the super-structure intended for an upper storey.
- (4) No rent is to be paid.
- (5) No coolies or workmen will be allowed to live in the shed, but this does not apply to watchmen.
- (6) The first part of this question has been answered above. Contract time 7 months from 4th March, 1912. The amount of the contract is \$11,926 25.
- (7) The bricks are for building kitchen and latrine for the workmen.

THE BADGE OF THE COLONY.

The Council then considered the following resolution standing in the name of the Colonial Secretary:—

Resolved that the existing badge of the Colony is not only inartistic but it is unsuitable for reproduction especially on flags, etc., and resolved therefore that the design laid on the table, being both simpler and more artistic, be substituted therefor on a date to be hereafter notified in the Government Gazette.

The COLONIAL SECRETARY—Sir, when the resolution which stands in my name was discussed in this Council on the 28th of last December, Sir F. Lugard decided to postpone a vote upon it in the hope that, although the design which I had the honour to lay upon this table on 21st of that month did not commend itself to my unofficial friends in this Chamber, residents in the Colony might have an opportunity of suggesting new designs which might meet with general favour. As a fact, a young lady now resident in Hongkong did design a new badge. It consisted of a naval anchor and a Chinese grapple crossed underneath the Imperial British Crown. The design was simple and artistic. Sir F. Lugard approved it, and by his direction the design was circulated for the inspection of all members of the Executive and Legislative Councils. Hon. members, however, decided by a majority of 8 to 5 that the existing badge of the Colony should be retained and that it was undesirable to change it. I confess that this decision was a great surprise to me, and before accepting it as final I would like to give hon. members a short account of the origin of the existing badge as recorded in the archives of my department. It would appear that in the spring of 1869, the Crown Agents for the Colonies approached an oilman at Wapping with the request that he would design a badge for the Colonial flag of Hongkong. An economical bargain was driven and for a fee of some £3 the existing badge of the Colony was painted. It was then set in a blue ensign and sent out to Hongkong as the flag of the Colony. Local opinion was not consulted, and it seems that the artistic feelings of the community received a rude shock when the new flag was first unfurled. The then Governor, Sir Richard Graves Macdonnell, brought the matter before his Executive Council, which had no hesitation in recording the opinion that the flag was "both in design and execution extremely defective." Accordingly Sir Richard on the 3rd July, 1869, addressed a protest to Lord Granville, at that time Secretary of State for the Colonies. He wrote:—"As the design seems to have been compiled by an oilman at Wapping for about £3, a specimen of the highest art could not well have been looked for. Apart, however, from the abstract merits of the flag, it is the wish of the Council and of every one who has expressed an opinion here on the subject, that your Lordship should direct some fresh and more suitable design to be substituted. It has been suggested that in lieu of the gentleman in an evening coat who is purchasing tea on the beach at Kowloon, an unusual place for such transactions, it would be more agreeable to the feelings of the community if the foreground were occupied by the well-known figure of Britannia with the British Lion lying beside her and near the British flag. It is suggested that in such case the shield might bear either the motto *Caelum non animum mutant* or the Royal Arms, as your Lordship might decide. I admit that in the design of the enclosed flag there is a certain unpleasant resemblance to a portion of the present arms of the Colony, but I respectfully submit that the opportunity is not unfavourable for considering whether the Arms themselves now borne on the seal of the Colony are not capable of improvement. That, however, which is appropriate on the smaller surface of the seal seems quite unsuitable to the larger field of the flag." Again on the 27th December, 1869, Sir Richard wrote to Lord Granville:—"The flag at present assigned to the Colony is capable of great and easy improvement, and in fact that it is wholly unsuitable, as the device, though not strikingly out of good taste when put on a medal or a seal, becomes obviously so when occupying the larger field of a flag. Such at least is the opinion of myself and my Council as well as of every one else whom I have hitherto heard speaking on the subject. I have even referred the matter again to my Council, and they unanimously recommend a change of the device in the flag to something of the same idea and character as that which I ventured to submit to your Lordship in my despatch No. 734 of July last." He added, "I may say that, however pleased we might be to obtain a flag with a more tasteful device, our principal object is to get rid of that which at present appears to be decidedly obnoxious." On the 5th May, 1870, Lord Granville replied:—"I have the honour to inform you that not being satisfied with the designs for a Colonial Flag for Hongkong which have been submitted to me, I have decided that the best course will be to adopt for use in the Colony a pattern somewhat similar to that which has been selected by the Governor of New Zealand, viz.: a blue ensign with a white crown over the initial letters of the Colony. The Crown Agents have been informed of my decision, and in accordance with it will forward a supply of flags of that pattern for the service of the Government of Hongkong." Then for some reason which cannot be traced in my archives the whole matter appears suddenly to have fallen into abeyance. The new flags were never sent out and the existing flag remained as an enduring witness to the artistic standards of Wapping. That, sir, is the history of our present badge. In 1869 the Governor, the Executive Council, the Community of Hongkong and the Secretary of State for the Colonies agreed in condemning the badge which had been foisted upon us willy nilly by the then Crown Agents. If it is the case to-day that a complete volte face has taken place, and that the community has at last educated itself up to Wapping standards of fine art, then I have no more to say and I can only beg for leave to withdraw the resolution now standing in my name. But I find it hard to believe that it is only a minority in this Council to-day which agrees with the Council of 1869 in considering the existing badge "decidedly obnoxious." I do not at the moment press for the adoption of any particular new design, but I do press for an expression of opinion by this Council that the existing badge is extremely defective both in design and in execution and that a fresh and more suitable design should be substituted for it.

HIS EXCELLENCY—Does the hon. member for Kowloon wish to speak?

HON. MR. OSBORNE—No, sir, I have nothing to say except to echo the words of the Colonial Secretary. I do not pretend even to the artistic temperament of Wapping, but I do think that the conglomeration of bales of goods, junk masts, the Peak Tramway and the various other articles in the present flag are certainly inartistic and very difficult to reproduce. There is a want of dignity about it, sir, and I consider that it would be improved if the Colonial Secretary's resolution were adopted by this Council.

HON. MR. C. H. ROSS—I opposed this resolution on the last occasion when it came up, and I did so, not because I admire the present badge, but because I have a great respect for antiquity. The Colonial Secretary just now has said that if we continue our present flag, we will be going back on what the Legislative Council of 1869 disapproved. That is some forty-three years ago, a considerable space of time. I do not think the present badge is artistic, but still it has the dignity of age, and with a small improvement, as I suggested on the last occasion, such as an artistic pagoda or a junk, with the Peak in the background, would meet the case. Two anchors crossed are certainly very pretty, but I do not see what connection they have with Hongkong.

HON. MR. HEWITT—With regard to what my hon. friend, the previous speaker, has said, I entirely endorse his proposal. When the question came up in the Council, I played a lone hand, as it were, in opposing any change. I admit that when the flag was invented it might have been more artistic, but it was descriptive of Hongkong as it was shortly after the flag was hoisted here. I do not think any unhalloved hand should be allowed to tear down any monument of those historic days. It is said that the old design of the Peak on the shield is inartistic. That I refuse to admit. Any of us who have seen a Hongkong bank note will see that it makes quite a good steel engraving. The Hon. the Colonial Secretary has laid great stress on the fact that in ancient days, in 1869, certain officials and unofficials appeared to agree that the flag was inartistic, but he has produced nothing later to show that the flag is inartistic. What we know is that the whole world has advanced very much in artistic training, and whereas in 1869 the whole of the Council might have been opposed to the artistic merits of the flag, we have been so far educated that we find the great proportion of the present Council in favour of the flag as it stands. No proposal has been put forward which in any way compares with the old flag. I must say that I have never yet discovered any suggestion of a tramway on the flag, and I have been a resident in the Colony for thirty years.

HIS EXCELLENCY—I must say that I am not enamoured of the present badge of the Colony; it came out three months before I was born. It has, however, the merit of antiquity. The difficulty is that we cannot get any member to agree to anything else, and therefore I am afraid we shall have to stick to it.

The COLONIAL SECRETARY—I beg leave to withdraw the resolution.

GENERAL REVISION ORDINANCE, 1912.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance for promoting the General Revision of the Law by repealing certain enactments which have ceased to be in force or have become unnecessary, by amending certain other enactments which stand in urgent need thereof, and by incorporating certain amending Ordinances in their respective principal Ordinances, and for repealing Ordinances No. 49 of 1911, and replacing it by a new Ordinance."

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Standing Orders were suspended, and the Bill was passed through all its stages and read a third time.

BILLS PASSED.

The Ordinance to provide for the deportation of undesirable aliens was read a third time, as was also the Ordinance amending the law relating to Dangerous Goods, and the Ordinance prohibiting the importation and circulation of foreign copper and bronze coins.

POSTPONED.

The Ordinance to amend the Magistrates Ordinances was left in Committee.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards—the Colonial Secretary presiding. The following votes were passed:—

EMPLOYING A DETECTIVE.

The Officer Administering the Government recommended the Council to vote a sum of one thousand three hundred and sixty-seven dollars (\$1,367) in aid of the vote Treasury, A.—Treasurer's Office, Personal Emoluments, European Detective for protection of revenue under Stamp, Liquor and other Ordinances.

MISCELLANEOUS.

The Officer Administering the Government recommended the Council to vote a sum of four thousand three hundred and twenty dollars (\$4,320) in aid of the vote Public Works, Extraordinary, Miscellaneous, Miscellaneous Works.

The Officer Administering the Government recommended the Council to vote a sum of four hundred and twenty-four dollars (\$424) in aid of the vote Head Pensions, A.—Civil, Pension of the Chief Justice.

The CHAIRMAN—It has been debated in Council.

HON. MR. HEWITT—Will you report my objection?

The CHAIRMAN—Certainly.

POST OFFICE.
The Officer Administering the Government recommended the Council to vote a sum of four thousand dollars (\$4,000) in aid of the vote Public Works, Extraordinary, Buildings, Post Office.

KAP SING LIGHTHOUSE.

The Officer Administering the Government recommended the Council to vote a sum of one thousand three hundred dollars (\$1,300) in aid of the vote Public Works, Extraordinary, Buildings, Lighthouse and Quarters, Kap Sing Island.

INTIMATIONS

BURNING, BLEEDING AND CRUSTED SKIN

Had to Lie With Arms Up by Head, They Were So Sore Underneath, Itching Very Bad, Got No Sleep, Used Cuticura Soap and Ointment and Trouble Disappeared.

"About the month of March, 1910, a very itching red rash commenced on my breast, thence under my arms. The complaint was of a very watery nature, the itching very bad. At night I got no sleep owing to the burning, bleeding, crusted nature of the skin. I had to lie with my arms up by my head, they were so very sore underneath."

"I washed the affected parts with carbolic and tar soap, but got no relief. I also took blood purifiers, but it had no good effect. I used Cuticura Soap and Ointment, and by the second time the itching began to disappear. I bought another cake of Cuticura Soap and used them, the rash was greatly soothed and the irritation began to disappear. I can sleep soundly and have never had any skin trouble since Cuticura Soap and Ointment cured me."

"I always use the Cuticura Soap for shaving and a little Cuticura Ointment on my scalp, which I find keeps it nice and white and clean, and also free from any irritation. I sincerely hope that this letter will be useful to some one suffering from itching irritation or any inflammation, and you have my full permission to publish it." (Signed) George Taylor, Ash Grove Cottages, Tyrie, Aberdeen, N. B., Jan. 16, 1911.

A liberal sample of Cuticura Soap and Ointment with 50-p book free from nearest depot: F. Newberry & Sons, 27, Charterhouse St., London, E.C. 3; R. Brown & Co., Sydney, N. S. W.; Lemmon, Ltd., Cape Town; Muller, Jackson & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U. S. A.

87-13

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CLOCKS of all descriptions.

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you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be so comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Make in clear glass and tinted shades.

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NEW ADVERTISEMENTS

HONGKONG TENNIS LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the HONGKONG CRICKET CLUB PAVILION on THURSDAY, the 16th APRIL, 1912, at 5.15 p.m. All Clubs wishing to compete are requested to send representatives.

A. O. BROWN, Hon. Secretary.
Hongkong, 16th April, 1912. [568]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF ADELA OTADUI otherwise ADELA OTADUI DUBOUSER otherwise ADELA OTADUI DE REYNOLD late of Manila in the Philippine Islands, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance, (1897), made an Order limiting the time for sending in the Claims against the above Estate to the 15th day of May, 1912.

All Creditors and other Claimants are accordingly hereby required to send their Claims to the Undersigned on or before that date. Dated this 15th day of April, 1912.

JOHNSON, STOKES & MASTER, Solicitors for the Administrator of the above-named deceased. [570]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Malacca and Mauritius.)

THE Steamship

"CATHERINE APCAR," Captain E. W. Hamlyn, will be despatched for the above Ports on SATURDAY, the 20th inst. at 1 p.m. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 16th April, 1912. [567]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE," Captain G. W. Cockman, R.N.R., carrying H.M. Majesty's Mails, will be despatched for the BOMBAY, on SATURDAY, the 27th April, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 7th June, 1912.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 16th April, 1912. [1]

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

THE Steamship "GLENFARG," Captain W. L. Hartnell, will be despatched for LONDON on or about the 10th May. This Steamer has excellent accommodation for 20 First Class Passengers. SALOON FARE £35. For Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 16th April, 1912. [571]

THE AMERICAN AND MANCHURIAN LINE. For NEW YORK. (With liberty to call at the Malabar Coast.)

THE Steamship

"MATOPPO," Captain Dorman, will be despatched for the above Port on or about WEDNESDAY, the 15th May. For Freight and further information, apply to THE BANK LINE, Ltd., Agents. Hongkong, 16th April, 1912. [572]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. [423]

NEW ADVERTISEMENTS

FOR SALE.

THE RACING YACHT "IRIS," (Ex "VERNON"). 24 Foot Linear Rating. The Property of Commodore C. J. EYRES, R.N. For particulars, apply to Owner, H.M. Dockyard. Hongkong, 16th April, 1912. [569]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND adjoining Inland Lots Nos. 54 and 1556, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT, to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years. [565]

PARTICULARS OF THE LOT.

Inland Lot No. 1912.	No. of Sub- sidiary No.	Locality.	Boundary Measurements.				Contents in Square feet	Annual Rent	Upset Price.
			N.W. feet	S.W. feet	N.E. feet	S.E. feet			
1		Alonging Railroad Lots Nos. 54 and 1558.	98' 82' 6"	77' 44'	62' 58'	140'	About 12,592	80	1,830

HEAT PROSTRATION.

ITS TREATMENT AND CURE.

Exposure to heat may cause faintness or exhaustion, or may produce still more serious effects on the brain and nervous system, including excitement, unconsciousness, and, if very severe, death from asphyxia.

In the event of an attack, the sufferer should be removed to the shade, his tight clothing loosened and cold water applied to the head. As soon as possible, he should be taken home, and if the face be flushed and the skin hot, cold water and ice, if it can be obtained, should be applied over the head and body and medical aid should be sought. These instructions are based on the writing of that great authority on the preservation of life in India, Sir Joseph Fayrer, but they are, of course, the merest outline of what should be done. Still, their prompt carrying out may save life, and they should, therefore, be kept prominently in mind by everyone to be made use of when necessary.

After the immediate results of the exposure have been counteracted, the question of diet, on which the maintenance of the sufferer's life and health depends, is the one which demands consideration. It is obvious that when weakened, as all the natural forces are, the stomach and digestive organs generally are in no condition to deal with the ordinary articles of diet, many of which impose a tax on the digestion. The food should, therefore, be of the blandest and most nutritious character, so as to put the least possible strain on the digestive organs. At the same time, the diet should be as revitalising and restorative as possible.

THE QUICKEST RESTORATIVE.

It needs no great knowledge of dietetics to appreciate the fact that relatively few articles combine these two necessary and important qualities. One, however, does fulfil these two requirements in a supremely advantageous manner. This is Sanatogen. Composed of the body-building part of the purest milk, chemically combined with that salt of phosphorus which is found in the nervous system, it is one of the blandest—as it is the most nutritious—revitalising and reinvigorating foods known to Science. Its use is, in many cases, followed by such a sensation of well-being that a well-known writer has described it in the words, "Almost immediately after taking it, I feel as though a stream of liquid life has been poured into me."

Even those people who do not react so rapidly to its benefits very soon experience a sensation of strength and revitalization which are particularly gratifying after the feeling of utter prostration and lack of tone which are so characteristic of the results of heat. In this connection, the following letter from Mr. Thomas Lynn, Calcutta, will be read with particular interest, for it shows how Sanatogen enables even those who have to fight against the effects of heat when their bodily forces are weakened by disease to derive immediate health and strength from the preparation.

AND THE SUREST, TOO. "I was a broken-down wreck of a man, as far as health goes, and had been a martyr to Malaria for four years, being constantly in the hands of the doctors, and becoming weaker and weaker, with the natural run-down condition and its accompaniments, brain fog, nervousness and dyspepsia. Every body advised me to go to the hills for some months; but this was impossible. Sanatogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—my condition for the best. I shall always highly recommend Sanatogen everywhere I go. You will readily understand what a boon such an invigorator of life is to people out in the tropics who have the awful heat to fight against. This is verily the land of breakdowns, hence there are many thousands who appreciate what Sanatogen has placed within their reach—A new lease of life."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. W. Wilson & Co., 8, Kiukiang Road, Shanghai. Sanatogen can be obtained of all Chemists. [99-414]

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APIOL-STEEL
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A French Remedy for all ailments of the stomach and bowels. It is the most powerful and reliable of all remedies for indigestion, flatulence, constipation, and all other ailments of the digestive system. It is the only remedy that is both powerful and reliable. It is the only remedy that is both powerful and reliable. It is the only remedy that is both powerful and reliable.

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COMPANY MEETING.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

The 58th ordinary general meeting of the shareholders of the Chartered Bank of India, Australia, and China was held on 20th ult. on the bank's premises, 38, Bishopsgate, London. Sir Montagu Cornish Turner (chairman of the bank) presiding. The Manager (Mr. T. H. Whitehead) having read the notice convening the meeting.

The Chairman addressed the meeting. In the course of his remarks he said:—A reference to the balance-sheet will show that the aggregate of the figures under the various headings has now reached the satisfactory sum of 25 millions sterling, the highest figure yet recorded in the history of the bank, and an increase of two millions sterling over the figures shown in our last report. That is sufficient evidence, I think, that the business of the bank is steadily progressing. Naturally, with increased trade we have increased competition, and the margins of profit grow finer and finer, and it is not possible without an increased turnover, without tapping fresh sources of business, that we can hope to maintain the standard of our earnings in previous years. I am glad to say that we have up to the present been able to do so, and seeing that trade is in a very healthy condition, and that prospects are good, not only in the East, I think that with peace assured, industrial and political, throughout the world, we can look forward with confidence to the future.

CHINA.

The national uprising in China against the Manchu dynasty, far wider and more extended than we at first realised, caused a general paralysis of trade, especially in the North of China. Producers were unable to send their goods into the market centres, while importers would not take the risk of sending their goods up country into the provinces, where there were disturbances on all sides. The consequence naturally was that trade was at a standstill, and it has been so for the past six months. Both bankers and merchants have suffered alike. They had to submit to a compulsory policy of sitting still and awaiting events. Now that the new form of Government in China seems to be practically assured, and there is an element of safety in the transaction of business again, we can expect a slow but steady expansion of trade in China, and provided Government is once permanently settled, and that peace is assured in China itself, and the troublesome currency problem is set at rest, China should become in the course of events a very prosperous country. Of course, at the moment the position is not quite as bright as it might be, and until the matter of foreign loans is assured, we cannot expect the new Government to do much in the way of pacifying the districts, but that, we have every reason to believe, will come in time. One remarkable feature, I think, in connection with the revolution has been the comparative immunity of foreigners from harm either in the matter of personal danger or the destruction of property belonging to Europeans. I think it is very creditable to both parties of the Chinese that this has been accomplished, and it must have been extremely difficult in many cases to have assured the safety of Europeans, especially in the districts. In Java, thanks to excellent tobacco crops and sugar crops, coupled with very good prices, the season must have been extremely beneficial both to cultivators and to exporters. This should prove beneficial to the import trade of European goods, which has been somewhat dull in the past 12 months. As regards the Straits Settlements and the Federated Malay States, I need only say that they are in a condition of peaceful prosperity. Burma has had again an excellent rice crop, with phenomenal prices and an extraordinary demand for rice in Japan and in other Eastern countries, in addition to the normal demand from India and Europe. In India we see a persistent and steady demand for Council Bills, showing the amount of money required to finance the crops in India, and we have also the fact that the import of gold bars and sovereigns into India continues on a remarkably big scale. From January 1st to 2nd March 13th the shipments of gold into India, from London, Egypt, and Australia, total £2,717,000.

NEW AGENCIES. During the past twelve months agencies of the Bank have been opened at Canton, Puket, Malacca, and Hoio, while in January last, consequent on the transfer of the capital of India from Calcutta to Delhi, the directors deemed it advisable to open a branch in Delhi. New agencies are seldom remunerative to begin with, and the initial costs are heavy, but we confidently expect that these agencies will in time prove a source of profit to the Bank. As regards the recommendations made by the directors in their report, I only wish to refer to one figure, and that is the bonus of 10 per cent. which the directors recommended for the staff. We do our best to pay them fair and liberal salaries, and we recommend this bonus because we think the staff thoroughly deserve it. (Hear, hear.) It is all very well passing a cordial vote of thanks to the staff, but by the time that vote has travelled from 6,000 to 8,000 miles the freshness and the bloom has withered away. A bonus such as we recommend to-day is a tangible proof of your appreciation of the services of the staff, and so long as this bank is sufficiently prosperous to be able to recommend a bonus to the staff, I am sure you gentlemen will not grudge it. (Hear, hear.) I will now formally move "that the report as presented, together with the balance-sheet and profit and loss account, be approved and adopted."

Sir Alfred Dent, K.C.M.G., seconded the motion, and no questions being put it was carried unanimously. The Chairman then moved, "That a dividend at the rate of 15 per cent. per annum, free of income-tax, for the half-year ended December 31st last be now declared, payable on and after 27th inst." Sir Henry S. Cunningham, K.C.I.E., seconded the resolution, which was carried unanimously. Sir Alfred Dent was re-elected a director of the company, as was

WM. POWELL, NEW VICTOR LTD.

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LADIES' DEPARTMENT.

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PRICES MODERATE.

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Supply the Highest Quality WINES, SPIRITS, CIGARS AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of

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TO CORPORATIONS, COMPANIES AND WELL-ESTABLISHED PRIVATE ENTERPRISES REQUIRING CAPITAL.

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(established 1880)—invested funds, £30,000,000
is prepared to purchase for cash existing, or to be created, issues of Bonds or Debentures well secured on sound revenue-producing properties, both as to capital and income.

No speculative propositions entertained. Smallest transactions considered, £40,000; largest, £400,000. Only principals or their representatives corresponded with; Agents ignored. Booklet explaining how millions of pounds sterling have already been invested, advantages offered to borrowers and particulars required, will be sent only to principals or their representatives, on application in English, French, German or Spanish, to the—

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As a precaution against the constant risk of infection, remember that washing with

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is a healthy habit, for either personal use or household purposes—and it is not expensive.

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also Mr. Cuthbertson; and the re-election as auditors for the ensuing year of Mr. Magnus Mowat and Mr. William Adolphus Browne, F.C.A., was likewise carried unanimously.

In proposing "That the best thanks of the shareholders be given to the directors and staff for their successful management of the Bank," Mr. Henley cordially approved the bonus to the staff. The seconded, Mr. A. Turner, also strongly approved this policy, saying that he did not know any bank in the East where the business was better looked after. The resolution was carried unanimously. In replying, the Chairman remarked that the one aim and object of the staff, in his experience, was that they should work not only for the safety but for the credit of the Bank and also for the good of the shareholders. (Cheers.) The meeting then terminated.

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限各詳理頭當各一第
公借細人英起有物業千
便款及交金英有物業百
安章信易為生意利業八
程利公祇至生息股份百
寫益司與少方執十士
英均放交主合照年文
字可值本東交本公建理
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Purchase Department, INVESTMENT REGISTRY, LTD., 2, Waterloo Place, London, S.W., England.

RIN-AL-DO

DETACHABLE SPIRIT COOKER.
Made of Aluminium with wind protection. First Class Seller.

Patented and Registered. Suitable for all sizes of pots. Very handy—weight about 50 grammes. Manufacture's address: WALTER EICHELKRAUT, Berlin-Schlesdorf, 12, Germany.

NEW VICTOR RECORDS

\$1.20 EACH.

ROBINSON PIANO Co., Ltd.

THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

TO LET

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply—
LINSTEAD & DAVIS,
Alexandra Buildings,
Hongkong, 20th March, 1912. [481]

TO LET

OFFICES on 3rd Floor, Hotel Mansions facing Harbour.
OFFICES on 1st Floor, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 12th March, 1912. [389]

TO LET.

OFFICE in Alexandra Buildings.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings,
Hongkong 26th February 1912. [367]

TO LET.

THE WHOLE FIRST FLOOR of the OLD LAND OFFICE, QUEEN'S ROAD, opposite D'Almeida Street.
Apply to—
LEIGH & ORANGE,
Princes' Building,
Hongkong, 12th April, 1912. [558]

TO LET.

"WELLBURN," The PRINCE, 6 ROOMS from 1st June, 1912.
Apply to—
PERCY SMITH, SETH & FLEMING,
5, Queen's Road Central,
Hongkong, 16th April, 1912. [417]

OFFICES TO LET.

ROOMS on the 1st Floor of Wm. Powell Ltd.'s, New Building, Des Vœux Road Central, suitable for Offices; Electric Light, Lift; Lavatories with all Modern Conveniences. May be inspected on application to—
Wm. POWELL, Ltd.,
Alexandra Buildings,
Hongkong, 29th February, 1912. [363]

TO LET.

OFFICES in KING'S BUILDING.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1912. [12]

TO LET.

NEW and COMMODIOUS SHOP on Nathan Road, Kowloon (Immediatly Opposite Cheong Cheong Road).
KOWLOON MARINE LOT 43, Yau-mat Area, 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 2nd November, 1911. [625]

TO LET.

OFFICES and GODOWNS in Duddell Street.
No. 12, BEACONSFIELD ARCADE, First Floor.
No. 13, BEACONSFIELD ARCADE, First Floor.
"BOGATE" Austin Road, Kowloon, from 1st April.
No. 57, PRAYA GRANDE, Macao.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 13th April, 1912. [122]

TO LET.

GODOWN, No. 4, New Praya, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1912. [122]

TO BE LET,

ON OR ABOUT 1ST MAY, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd.,
Alexandra Buildings,
Hongkong, 29th August, 1911. [122]



NAPIER JOHNSTONES' "SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

DON'T READ THIS.

UNLESS YOU WISH TO DRESS WELL.

WE have Just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies' and Gent's Wear, from a leading Japanese Manufacturer Supplying the same goods to Messrs. Peter Robinson's, London.

Call early before we are sold out.
HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong,
Hongkong, 29th March, 1912. [50]

MITSU BISHI GOSHI KWAISRA. (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA COAL, MUTABE YOSHINOTANI, HOJO, KANADA, NAKAZUTA, SAYO, SHINNEW and KAMAYAMADA, Collieries.

AGENTS FOR
KISHIDAKE and SAKITO Coals.

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BRANCH OFFICES—NAGASAKI, MOJI, KATATE, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS—
YOKOHAMA: M. ASADA, Esq.
CHUNKIANG: Messrs. CHANG & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BORNHO Co., Ltd.

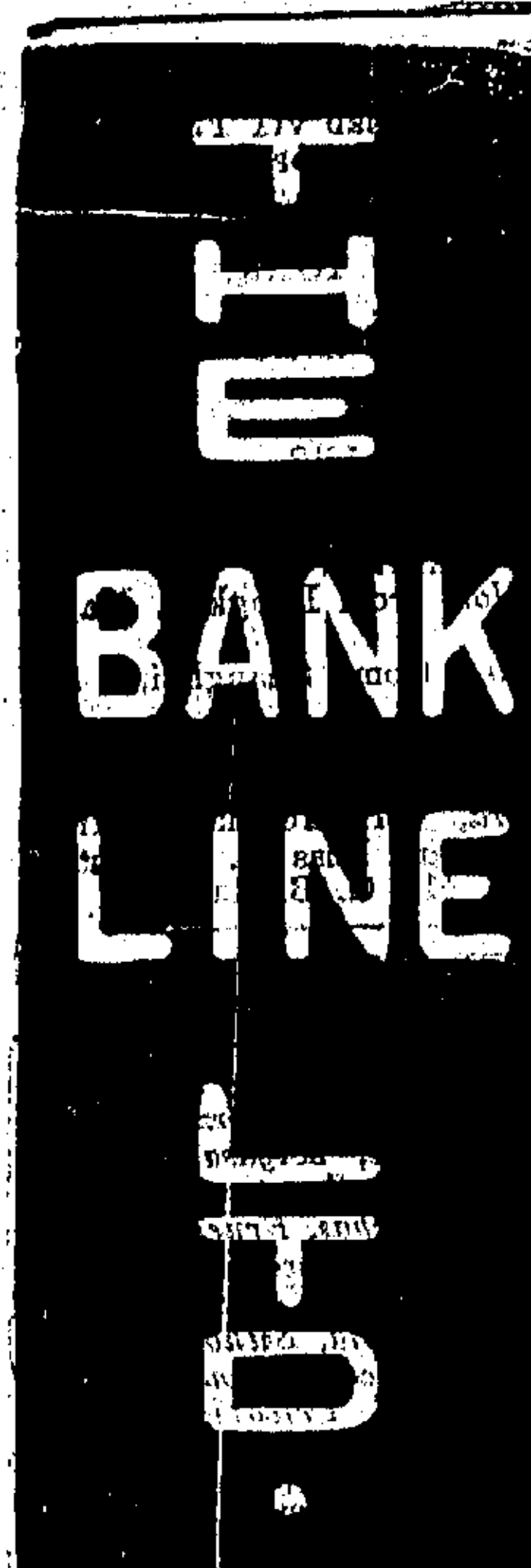
For Particulars, apply to

Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong;
Hongkong, 10th August, 1911. [663]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for Private Residents at the OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

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VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
RYGJA ... 18th April.	

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. DUNERIC ... 3,000 tons ... 1st Half May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 27th April.
FROM COLOMBO: S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS, [42-43-44]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but \$120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for \$43 to London (return ticket \$74)
and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons Starting	1912
SIBERIA	18,000	TUESDAY, 16th April, at 1 P.M.
CHINA	10,200	TUESDAY, 23rd April, at 1 P.M.
MANCHURIA	27,000	TUESDAY, 30th April, at 1 P.M.
NILE	11,000	TUESDAY, 14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY, 21st May, at 1 P.M.
PERSEA	9,000	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY, 2nd July, at 1 P.M.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

TUESDAY, 16TH APRIL, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

WEDNESDAY, 17TH APRIL, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21ST APRIL.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

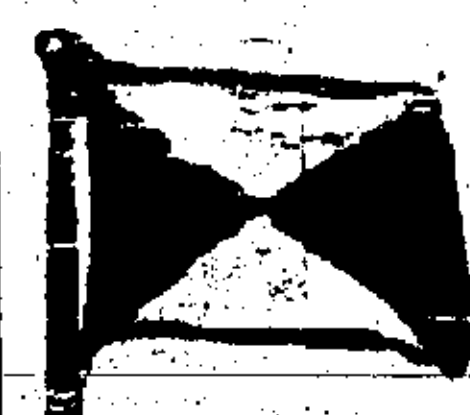
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamer "LINTAN" and "SANULI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 20th Apr. 4 P.M.
RUBI ...	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 30th Apr. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
HONGKONG, 2nd April, 1912. PHILIPPINE S.S. CO. [13]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...		Sat., 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

561



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL

TOYO KISEN KAISHA.

ew Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

SHIPPING IN PORT.

ALONGUS, British str., 4,378, J. Riepen-
hausen, 14th April—Shanghai 11th
April, General.—Butterfield & Swire.
Awa Maru, Japanese str., 6,309, D.
Shimidzu, 14th April—Shanghai 11th
April, General.—Nippon Yusen
Kaisha.
BELLEROPHON, British str., 5,743, J. A.
Bebb, 13th April—Manila 11th April,
General.—Butterfield & Swire.
BORNEO, German str., 1,344, Fr. Sembell,
12th April—Sandakan 7th April,
Timber.—Melchers & Co.
CAMBRIC OF HULL, British str., Shelton,
14th April, Newport 15th Feb., Coal
—Blackhead & Co.
CATHERINE APGAR, British str., 1,730,
E. W. Hamlyn, 14th April—Calcutta
28th April, General.—David Sassoon
& Co.
CHINA, American str., 3,186, Emery Rice,
9th April—San Francisco
March, Mails and General.—Pacific
Mail S.S. Co.
CHINRU, British str., 1,270, M. Benson,
7th April—Shanghai 4th April, General.
—Butterfield & Swire.
CHOISANG, German str., 1,012, Bruhn, 13th
April—Manila 10th April, General.
—Butterfield & Swire.
EMPRESS OF INDIA, British str., 3,942, E.
Beetham, 3rd March—Vancouver,
B.C. 7th March, General.—Canada
Pacific Railway.
FOOSHING, British str., 1,423, Welsh, 9th
April—Hongay 7th April, Coal.—
Jardine, Matheson & Co.
FULATA, British str., 4,000, H. Chidley,
12th April—Rangoon 6th April, General.
—Order.
HAIKUN, British str., 615, Stewart, 12th
April—Swatow 11th April, General.—
Douglas, Lapraik & Co.
HAIYANG, British str., 1,368, J. W. Evans,
14th April—Swatow 13th April, General.
—Douglas, Lapraik & Co.
HELENE, German str., 771, Jessen, 13th
April—Hoihow and Tourane 12th
April, Rice and General.—Jensen &
Co.
KAGOSHIMA MARU, Japanese str., 4,687, W.
Wade, 12th April—Mojji 6th April,
Coal.—Nippon Yusen Kaisha.
KONGWAI, German str., 1,115, G. Rohrer,
11th April—Saigon 6th April, Rice.—
Butterfield & Swire.
MADURA, British str., 8,693, R. T. Horsley,
11th April—Barry Dock 24th Feb.,
Coal.—Bank Line.
MICHAEL JENSEN, German str., 951, T.
Petersen, 13th April—Haiphong 10th
April, General.—Jensen & Co.
MUVO MARU, Japanese sailing ship, 277,
K. Asari, 12th April—Formosa 6th
April.
NINRO, British str., 1,298, Pickard, 10th
April—Heungchow Bay.—Butterfield
& Swire.
ONBANG, British str., 1,737, A. G. Smith,
13th April—Ching Wan Tau 6th April,
Coal.—Jardine, Matheson & Co.
PARLAT, German str., 1,008, J. Wenzel,
11th April—Bangkok via Swatow 3rd
April, Wood and Rice.—Butterfield &
Swire.
PROTEUS, British str., 4,124, D. P.
Campbell, 13th April—Victoria, B.C.
20th March, General.—Butterfield &
Swire.
QUARTA, German str., 1,140, H. Modeu,
9th April—Saigon 6th April, Rice.—
Sander, Wieler & Co.
SHANTUNG, Japanese str., 1,835, Robinson,
12th April—Mojji 6th April, Coal.—
Nippon Yusen Kaisha.
SIA, British str., 992, R. A. Benda, 11th
April—Dunly 5th April, General.—
Arnhold, Karberg & Co.
SIBERIA, American str., 5,656, A. Leeder,
2nd April—San Francisco 6th March,
Mails and General—P.M. S.S. Co.
SOSHU MARU, Japanese str., 1,119, K.
Sagawa, 12th April—Swatow 11th
April, General.—Osaka Shosen
Kaisha.
TACOMA MARU, Japanese str., 3,830, H.
Yamamoto, 10th April—Manila 7th
April, Flour and General.—Osaka
Shosen Kaisha.
TEAN, British str., 1,346, A. W. Outer-
bridge, 12th April—Manila 9th April,
Sugar and Copra.—Butterfield &
Swire.
TINGBANG, British str., 1,956, Husney, 13th
April—Hongay 10th April, Coal.—
Jardine, Matheson & Co.
TJINODAS, Dutch str., 3,000, J. W.
Bouman, 12th April—Amoy 10th
April, Coal and General.—Java-
China-Japan Lijn.
TJITAKOREM, Dutch str., 3,668, P. Zwart,
11th April—Mojji 4th April, General.—
Java-China-Japan Lijn.
TUNGUS, Norwegian str., 1,039, C. L.
Halversen, 11th April—Wakamatsu
5th April, Coal.—Stemmen & Co.
WARDHA, British str., 2,503, C. G. Hughes,
12th April—Mojji 7th April, General.
—Jardine, Matheson & Co.
ZAFIRO, America str., 2,000, H. C. Smith,
12th April—Manila 10th April, General.—
Shewan, Tomes & Co.

WEATHER REPORT.

On the 15th at Noon.—The two northern
depressions appear to have merged into one.

Pressure is highest to the East of the Bonina.
It has again decreased along the coast of China.
Light or variable winds are indicated along
the coast, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at
10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon
to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	Same as No. 1.
Formosa Channel ...	Same as No. 1.
South coast of China between Hongkong and Lamooka.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.
N.E. or variable wind, light, fair.	

CHINA COAST METEOROLOGICAL REGISTER.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vietstock	7 a.	29.62	42	41	NW	0	o
Nemuro	6 a.	29.61			SW	4	—
Hakodate	29.67				SW	4	—
Tokyo	30.67				SW	0	—
Kobe	30.61				SW	0	—
Nagasaki	29.95				NW	1	—
Kagoshima	30.98				NW	1	—
Oshima	30.02				S	1	—
Naha	30.07				S	0	—
Ishijima	30.05				S	0	—
Bonin Is.	30.20				S	0	—
Chefoo	6 a.						
Weihaiwei	9 a.	29.86	52	47	W	6	S
Hankow	6 a.						
Kiangsu	6 a.	29.97	54	94	N	1	om
Shanghai	29.86				NW	1	om
Swatow	6 a.	30.04	67	74	SE	2	b
Amoy	6 a.	30.00			SE	1	b
Taihu	5 a.	30.02			SW	1	—
Taihu	30.03				SE	2	—
Taiwan	30.03				SE	2	—
Koshu	30.03				SE	2	—
Escadorea	30.02				SE	2	—
Canton	9 a.	30.05	71	85	SW	1	o
Hongkong	6 a.	30.04	66	90	SE	0	o
Viets Peak	7 a.	30.04			SE	2	—
Gap Rock	6 a.	30.01			NW	1	o
Macao	30.02				ENE	1	of
Wachow	9 a.						
Hoihow							
Pakhoi							
Phuilen	6 a.						
C. St. James	30.01				S	1	b
Manila	30.02				SE	2	o
Legaspi	23.99				SE	1	b
Bacolod	9 a.				NE	1	b
Hilo	30.03				NE	2	o
Cebu	30.00				N	2	b
Labuan	29.98						

T. F. CLAXTON, Director.
Hongkong Observatory, April 15th, 1912.
1 BAROMETER, reduced to 32 degrees Fahrenheit
on the level of the sea in inches, tenths and
hundredths.
2 TEMPERATURE, in the shade, in degrees
Fahrenheit.
3 HUMIDITY, in percentage of saturation, the
humidity of air saturated with moisture being 100.
4 DIRECTION OF WIND, to two points.
5 FORCE OF WIND, according to Beaufort Scale.
6 STATE OF WEATHER, b blue sky, c detached
cloud, d drizzling rain, f fog, g gloomy, h hail,
i lightning, o overcast, p passing shower, q squally,
r rain, s snow, t thunder, v visibility, w dew (wet).
7 RAIN, in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory April 15th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.08	30.04	29.92
Temperature	73	66	78
Humidity	53	50	65
Wind Direction	WNW	calm	WNW
Force	1	0	1
Weather	o	o	o
Rain	0.00	0.00	0.00

Highest open air Temperature on 14th ... 77
Lowest open air Temperature on 14th ... 64

HONGKONG TIDE TABLE.

From 14th to 22nd April, 1912.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.

SHIPPING

ARRIVALS.

CHENAN, British str., 1,350, L. Jones, 14th April—Shanghai 11th April, General. Butterfield & Swire.

FEICHING, Chinese str., 189, A. A. Crawford, 25th April—Fuchow 13th April, General—Chinese.

HANOI, French str., 1,200, G. Bouchier, 15th April—Haiphong via Pakhoi 15th April, General—A. R. Martyr.

HSIN HONG, Chinese str., 15th April—Canton.

KYOTO MARU, Japanese str., 1,040, Kitashita, 13th April—Karatsu 7th April, Coal—Mitsui Bussan Kaisha.

M. S. DOLLAR, British str., 2,976, M. Ridley, 13th April—Cebu 9th April, Cops and Sugar—Hays, Dollar Co.

No. 2. TANON MARU, Japanese str., 2,001, Yamashita, April 13th—Mojoi 7th April, Coal—Mitsui Bussan Kaisha.

PITSANULOK, German str., 1,267, D. Reimers, 15th April—Bangkok 6th April, Rice—Butterfield & Swire.

SINGAN, British str., 1,047, F. Jamieson, 14th April—Haiphong and Hoiboh 13th April, Rice and General—Butterfield & Swire.

SOSU MARU, Japanese str., 15th April—Canton.

SUMATRA, British str., 2,976, W. R. Le Mare, R.N.R., 15th April—Yokohama 9th April, Mails and General—P. & O. S. N. Co.

VOLUTE, British str., 2,995, Wilton, 14th April—Tientsin 7th April, Bulk Oil—Asiatic Petroleum Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. April 15th.

ALCINOUS, British str., for Straits.

CHIEFING, British str., for Tientsin.

FULATA, British str., for Japan.

HAIYANG, British str., for Swatow.

M. JENSEN, German str., for Hoihow.

SIBERIA, American str., for Shanghai.

TACOMA MARU, Japanese str., for Japan.

TITARDOM, Dutch str., for Batavia.

WARDHA, British str., for Straits.

DEPARTURES.

April 16th.

KWANGLEE, Chinese str., for Shanghai.

WAKASA MARU, Japanese str., for Straits.

SHIPPING REPORTS.

The German str. *Pitsanulok* reports: From Bangkok to Paracels line; after rough sea.

The British str. *M. S. Dollar* reports: Strong N.E. monsoon from Luzon coast to China coast.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* from San Francisco sailed from Yokohama on the 8th April en route for Hongkong, and is due to arrive here on the 15th April. The American mail has been transferred at Yokohama and will arrive at Hongkong by the N.D.L. str. *Lutzow*.

The T.R.K. str. *Chigo Maru* left Yokohama on the 15th April, for Hongkong, and is expected to arrive at this port on the 23rd April.

The P.M. str. *Nile* sailed from San Francisco on the 3rd April, for Hongkong via Honolulu, etc., and is due to arrive here on the 30th April.

The P.M. str. *Mongolia* left San Francisco on the 10th April, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney on the 10th April for this port (via Queensland Ports, Port Darwin, Timor and Manila).

The I.G.M. str. *Coblenz* left Sydney on the 10th April, at noon, and may be expected here on or about 3rd May.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 8th April, a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Ludwig*, carrying the German mails with date from Berlin of the 20th March, left Colombo on the 6th April, p.m., and may be expected here on or about 17th April, p.m.

THE MERCHANTS STEAMERS.

The P. & O. str. *Peshawar* left Singapore for this port on the 11th instant at 2 p.m., and is due here on the 16th instant at 2 p.m.

The I.G.M. str. *Lutzow* left Shanghai on Saturday, at 2 p.m., and may be expected here on or about Tuesday, the 16th inst., at 4 a.m.

The Seag Line str. *Caronia* left Rangoon on the 6th April for Hongkong via Straits, and is expected to arrive here on the 17th April.

The str. *Glenstrae* will leave Singapore on the 11th April, and is due here on or about 17th April, a.m.

The I.G.M. str. *Prinz Waldemar* left Yokohama on the 11th April, at 8 p.m., and may be expected here on or about the 18th April.

The G.N. str. *Minnesota* left Yokohama for this port via Manila on the 6th April, and is expected here on the 19th April.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 23rd March, and is expected here on the 25th April.

The str. *Indramayo* passed the Suez Canal on the 9th April, and is due here on or about 8th May.

The T.R.K. str. *Hongkong Maru* arrived at Honolulu on the 15th April, and will sail for Hongkong via Japan port on the 17th April, and is expected here on the 23rd May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. *Glenstrae* passed the Suez Canal on the 8th April, and is due here on or about 11th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Mausang, from Sandakan, is due in Hongkong 16th April.

Hangang, from Shanghai, is due in Hongkong and Canton 16th April.

Kutsang, from Calcutta, is due in Hongkong 21st April.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DATE.
LONDON & ANTWERP VIA SINGAPORE, &c. ...	SUMATRA ...	Brit. str. ...	—
LONDON, VIA USUAL PORTS OF CALL ...	ASSATE ...	Brit. str. ...	—
LONDON ...	GLENFARG ...	Brit. str. ...	—
LONDON, ROTTERDAM & ANTWERP ...	FLINTSHIRE ...	Brit. str. ...	—
ROTTERDAM, HAMBURG & ANTWERP, &c. ...	ARCADIA ...	Ger. str. ...	—
ROTTERDAM, HAMBURG & ANTWERP, &c. ...	O. J. D. ANLERS ...	Ger. str. ...	—
HAVRE, BREMEN & HAMBURG, &c. ...	C. FRED. LARSEN ...	Ger. str. ...	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. ...	SCANDIA ...	Ger. str. ...	—
MARSEILLES, HAVRE & HAMBURG, &c. ...	ATSUTA MARU ...	Jap. str. ...	—
MARSEILLES, HAVRE & HAMBURG, &c. ...	SACHSEN ...	Ger. str. ...	—
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. ...	SITHONIA ...	Ger. str. ...	—
VICTORIA, B.C. & TACOMA, VIA SHANGHAI, &c. ...	TACOMA MARU ...	Jap. str. ...	—
NATIES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON ...	AWA MARU ...	Jap. str. ...	—
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c. ...	PANAMA MARU ...	Jap. str. ...	—
TRIESTE, FUME, VENICE VIA SINGAPORE, &c. ...	LUZOW ...	Ger. str. ...	—
NEW YORK ...	KOBLENZ ...	Ger. str. ...	—
NEW YORK ...	CHINA ...	Ger. str. ...	—
VANCOUVER, B.C., SEATTLE & PORTLAND, &c. ...	CHINA ...	Ger. str. ...	—
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	CHINA ...	Ger. str. ...	—
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	CHINA ...	Ger. str. ...	—
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	CHINA ...	Ger. str. ...	—
AUSTRALIAN PORTS VIA MANILA ...	CHINA ...	Ger. str. ...	—
AUSTRALIAN PORTS ...	CHINA ...	Ger. str. ...	—
YOKOHAMA & KOBE VIA SHANGHAI ...	CHINA ...	Ger. str. ...	—
KOBE & YOKOHAMA ...	CHINA ...	Ger. str. ...	—
KOBE & YOKOHAMA ...	CHINA ...	Ger. str. ...	—
NAGASAKI, KOBE & YOKOHAMA ...	CHINA ...	Ger. str. ...	—
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN ...	CHINA ...	Ger. str. ...	—
JAPAN ...	CHINA ...	Ger. str. ...	—
TIENTSIN VIA WEIHAIWEI ...	CHINA ...	Ger. str. ...	—
WEIHAIWEI & TIENTSIN ...	CHINA ...	Ger. str. ...	—
SHANGHAI, MOJI, KOBE & YOKOHAMA ...	CHINA ...	Ger. str. ...	—
SHANGHAI ...	CHINA ...	Ger. str. ...	—
SHANGHAI ...	CHINA ...	Ger. str. ...	—
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ...	CHINA ...	Ger. str. ...	—
SHANGHAI, KOBE & YOKOHAMA ...	CHINA ...	Ger. str. ...	—
SHANGHAI, MOJI, KOBE & YOKOHAMA ...	CHINA ...	Ger. str. ...	—
SHANGHAI, KOBE & MOJI ...	CHINA ...	Ger. str. ...	—
SHANGHAI, YOKOHAMA, KOBE & MOJI ...	CHINA ...	Ger. str. ...	—
SHANGHAI ...	CHINA ...	Ger. str. ...	—
SHANGHAI, YOKOHAMA, KOBE & MOJI ...	CHINA ...	Ger. str. ...	—
SHANGHAI, KOBE & YOKOHAMA ...	CHINA ...	Ger. str. ...	—
SHANGHAI ...	CHINA ...	Ger. str. ...	—
CHINWANTAO ...	CHINA ...	Ger. str. ...	—
FOOCHOW VIA SWATOW & AMOY ...	CHINA ...	Ger. str. ...	—
AMOY VIA SWATOW & AMOY ...	CHINA ...	Ger. str. ...	—
AMOY VIA SWATOW & AMOY ...	CHINA ...	Ger. str. ...	—
SWATOW, AMOY & FOOCHOW ...	CHINA ...	Ger. str. ...	—
SWATOW ...	CHINA ...	Ger. str. ...	—
MANILA, CEBU & ILOILO ...	CHINA ...	Ger. str. ...	—
MANILA ...	CHINA ...	Ger. str. ...	—
MANILA, MANGARIN, ILOILO & CEBU ...	CHINA ...	Ger. str. ...	—
MANILA ...	CHINA ...	Ger. str. ...	—
BATAVIA, CHERIBON, SAMARANG, &c. ...	CHINA ...	Ger. str. ...	—
SINGAPORE, PENANG & RANGOON ...	CHINA ...	Ger. str. ...	—
SINGAPORE, PENANG & CALCUTTA ...	CHINA ...	Ger. str. ...	—
SANDAKAN ...	CHINA ...	Ger. str. ...	—
KUDAT & SANDAKAN ...	CHINA ...	Ger. str. ...	—
HAIPHONG ...	CHINA ...	Ger. str. ...	—
KWANG CHOW WANG & HAIPHONG ...	CHINA ...	Ger. str. ...	—

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STRAMERS	DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP ...	"FLINTSHIRE" ...	About 15th May.
SHANGHAI, KOBE & YOKOHAMA ...	"MONMOUTHSHIRE" ...	About 1st June.
LONDON & ANTWERP ...	"DENBIGHSHIRE" ...	About 15th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Hongkong, 9th April, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	DATE OF DEPARTURE
TIENTSIN VIA WEIHAIWEI ...	"CHIEFING" ...	Tuesday, 16th April, Noon.
SHANGHAI ...	"HANGSANG" ...	Thursday, 18th April, Noon.
SANDAKAN ...	"MAUSANG" ...	Saturday, 20th April, Noon.
CHINWANTAO ...	"ONSANG" ...	Saturday, 20th April, Noon.
MANILA ...	"YUENSANG" ...	Saturday, 20th April, Noon.
SINGAPORE, PENANG & CALCUTTA ...	"NAMSANG" ...	Monday, 22nd April, Noon.
SHANGHAI, KOBE & MOJI ...	"KUTSANG" ...	Tuesday, 23rd April, Noon.
MANILA ...	"LOONGSANG" ...	Tuesday, 23rd April, Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

1. Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chetoo (Tientsin and Newchwang).

2. Taking Cargo on Through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawao, Jankam, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.
Hongkong, 16th April, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULATA," 4,154 tons, Captain H. Chidley, now loading will be despatched for YOKOHAMA and KOBE to-day 5 p.m. taking Cargo and Passengers at Current Rates. To be followed by S.S. "FAZILKA," 4,152 tons, Captain W. H. Whittingham.

WESTWARD.

The S.S. "WARDHA" now loading will leave Hongkong for SINGAPORE, PENANG and RANGOON to-day 5 p.m. followed by the S.S. "MUTTRA" on 25th April, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Hongkong, 16th April, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"EMPRESS OF INDIA" Sat. 20th Apr.	"EMPRESS OF IRELAND" Fri. 17th May.
"EMPRESS OF JAPAN" Sat. 11th May.	"ALLAN LINE" Fri. 7th June.
"MONTEAGLE" Sat. 1st June.	"EMPRESS OF BRITAIN" Fri. 28th June.
"EMPRESS OF INDIA" Sat. 22nd June.	"ALLAN LINE" Fri. 19th July.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship \$43 \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," or via Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Fadder Street and Trava opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"LUETZOW," Capt. J. BORTHELDT.	17,300	Wednesday, 17th April, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. O. PINZER.	18,300	Thursday, the 18th April.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER.	6,700	9 a.m. 20th April.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. KRUGKIST.	6,750	About 3rd May.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBIL.	5,000	9 a.m. 19th April.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 16th April, 1912.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT THE MALACCA COAST AND TO PROCEED VIA THE CAPE OF GOOD HOPE.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK, S.S. "MONTROSE" ... On or about 23rd Apr. For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
Hongkong, 2nd April, 1912.

PASSENGERS.

For Pitsanulok, from Bangkok, Major Mays.

For Chenan, from Shanghai, Mr. Dalsiel.

Per M. S. Dollar, from Cebu, Mr. and Mrs. Hays.

Per Sumatra, for Hongkong, from Yokohama, Rev. and Miss W. T. Austin; from Shanghai, Mr. G. B. Roe.

PASSED THE CANAL.

March 15th — *Derfflinger*, *Erroll*, *Kleist*, *Tango Maru*, *Ville de la Ciotat*, *Arctadia*, *Loval*, 18th — *Erzherzog Franz Ferdinand*, *Glenavur*, *Myasaka Maru*, *Moyune*, *Peshawar*, *Socotra*, *Thames*, *Tangate*, 22nd — *Calcutta*, *Ernest Simons*, *Idomenus*, *Pathan*, *Saxonia*, *Silena*, 18th — *Belled*, *Borneo*, *Kawachi Maru*, *Peking*, *Prinz*, *Scandia*, *Sithonia*, 18th — *Bellona*, *Prinz*, *Friedrich*, *Prinz Lothian*, *Prinz*, *Friedrich*, *Prinz Ludwig*, *Saxonia*, *Tarra*, 2nd April — *Andalusia*, *Inverclyde*, *Kinno Maru*, *Nile*, *Patriotus*, *Stentor*, *Teucer*, *Rheusa*, 3rd — *Aki Maru*, *Ambrisa*, *Bayern*, *Dumbea*, *Glenesk*, *Nippon*, *Indramayo*, *Perseus*, *Seneca*, *Spezia*, *Syria*, *India*, 15th April — *Benavrich*, *Bulow*, *Ernest Simons*, *Melania*, *York*, *Africa*.

ARRIVALS AT HOME.

April 12th — *Patriotus*, *Siam*, *Teucer*, *Rheusa*.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alcora, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lamb, C.I., Shanghai.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. L. T. Leatham, Shanghai.

Atlas, despatch-boat, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Priehard, Kinkiang.

Britannia, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darvall, Hankow.

Cadmus, British allop, 1,070 tons, i.h.p. 1,400, f.d., Commr. Hugh P. E. T. Williams, Hankow.

Cambrian, 2nd class cruiser, 4,360 tons, 10 guns i.h.p. 7,000, Capt. J. E. Drummond, Shanghai.

Chernab, water tank and tug, 390 tons, i.h.p. 340, Master T. Smith, Hongkong.

Clio, British allop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Velea, Canton.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. F. Corbett, M.V.O., Hongkong.

Handy, torpedo-boat destroyer, 255 tons, 6 guns, 4,000 h.p., Lieut. Comdr. E. Bodham, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.

Kinsla, river gunboat, 616 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryat, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. O. C. Pasco, Surveying Duties.

Minotaur, armoured cruiser (disgaily Vice-Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.

Moosha, river gunboat, 180 tons, 2 guns i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 F.D., Captain George P. E. Hunt, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Wadleigh, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taka, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Lt.-Commr. Bricksell, Hongkong.

Tamar, receding ship, 4,650 tons, 6 guns Commodore Byrnes, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. E. Cottrell-Dormer, Hankow.

Ulk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. V. Blisset, Hongkong.

Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adams, Hall, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. F. A. Hayne, Hongkong.

Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. T. R. Chambers, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Hankow.

Submarines

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PESHAWUR About 16th April. Capt. E. W. Bruce.	Freight only.
	BORNEO About 21st April. Capt. W. H. S. Hall.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA 10 A.M. Capt. W. J. Le Mare, R.N.R.	Freight and Passage.
BRANCHAI	ORIENTAL About 25th April. Capt. Valentini.	Freight and Passage.
LONDON via Usual Ports or Call	ASSAYE Noon. Capt. G. W. Cookman, R.N.R.	See Special Advertisement.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th April, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 16th Apr., 4 P.M.
HAIPHONG (Calla Hoihow for mails only)	"SINGAN"	On 18th Apr., Noon.
SHANGHAI	"CHENAN"	On 18th Apr., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 22nd Apr., 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 27th Apr., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Ample; Electric Fans fitted; Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

Hongkong, 16th April, 1912.

BUTTERFIELD & SWIRE,

AGENTS.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE

via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 19th April, 1912, 6 P.M.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, \$50 1st, \$35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND," 12,600 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 26th April.

S.S. "CHINA," 11,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, KARACHI, ADEN, SUEZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice, \$43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—

SANDER, WIELER & Co., Agents, Hongkong, 12th April, 1912. Princes' Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 16th April, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 19th April, at 11 A.M.
"HAITAN"	Capt. J. S. Bosch	TUESDAY, 23rd April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIKUN"	Capt. A. H. Stewart	WED'DAY, 17th April, at 11 A.M.
		(SUNDAY, 21st April, at 10 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS

Hongkong, 16th April, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SITHONIA	20th April.
S.S. ANDALUSIA	30th April.
S.S. BAYERN	10th May.

HOMEWARD.

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. O. J. D. AHLERS	4th May.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SACHSEN	6th May.
For HAVRE, BREMEN & HAMBURG:	S.S. C. FERD. LAEISZ	12th May.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SITHONIA	30th May.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	31st May.
For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	7th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 16th April, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:—

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Boat	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE:—

STEAMER	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

247]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
	"SEATTLE MARU"	6,182	TUESDAY, 14th May, at 1 P.M.
	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and MOY	"SOSHU MARU"	WED'DAY, 17th April, at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 21st April, at Noon.
FOOCHOW via SWATOW and AMOY	"KAJO MARU"	WED'DAY, 24th April, at Noon.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
ORIENTAL ...	5284	May 11	MALWA	11000	June 8	June 14
DEVANHA ...	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ...	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	ATSUTA MARU + Capt. J. Nagao	9,000	WED'DAY, 24th April, at Daylight.
	HITACHI MARU Capt. T. Yamawaki	7,000	WED'DAY, 8th May, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 23rd April, at Noon.
	SADO MARU Capt. K. Asakawa	7,000	TUESDAY, 7th May, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	6,000	FRIDAY, 10th May, at Noon.
BOMBAY via SINGAPORE, and COLOMBO			
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	9,000	THURSDAY, 25th April.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 8th May, at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Y. Tazawa	6,000	WED'DAY, 24th April.
KOBE DIRECT			
TAKOW (FORMOSA)			

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only + Calling at Rotterdam after Antwerp.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
ATSUTA MARU	9,000	J. Nagao	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Mura	May 22nd
KITANO	9,000	F. E. Cope	June 5th
AWA MARU	7,000	T. Iizawa	April 23rd
SADO	7,000	K. Asakawa	May 7th
YOKOHAMA	7,000	N. Noda	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-15-11]

SILK RIBBONS

for HATS

are now in favour with the Chinese!

New Samples of

PET. WILH. KROMMES,
ELBERFELD,

Recently arrived.

Apply to the General Agent, etc.:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 12th April, 1912.

BRACES and BELTS!

C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).

are regular suppliers to the East and specially to HONGKONG, being well aware of the requirements of the market.

FOR SAMPLES AND QUOTATIONS APPLY TO

THE GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 12th April, 1912.

Hoehl

Extra Dry

gout américain

 Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 12th April, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Hupei, Hunan and Tenguueh.

 The American Mail, ex Manchuria, and the Siberian Mail are expected to arrive here per German Mail Steamer *Lutov* to-day.

 The *Prinz Ludwig*, with the German Mail, left Singapore on Saturday, the 15th inst., at 8 a.m., and may be expected here to-morrow.

FOR	PER	DATE
Hohow, Haiphong and Pakhoi...	Michael Jensen	Tuesday, 16th, 8.00 A.M.
Straits	Alcinous	Tuesday, 16th, 10.00 A.M.
Swatow, Amoy, Formosa and Poochow	Haingang	Tuesday, 16th, 10.00 A.M.
Weihaiwei and Tientsin	Chipsing	Tuesday, 16th, 10.00 A.M.
Batavia, Samarang and Sourabaya	Tjitaroen	Tuesday, 16th, 10.00 A.M.
JAPAN, VIA NAGASAKI, VICTORIA, B.C., and UNITED STATES VIA TACOMA	Tacoma Maru	Tuesday, 16th, 11.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA AND SOUTH AMERICA VIA SAN FRANCISCO (EUROPE VIA SIBERIA)

Macao	Sui Tai	Tuesday, 16th, 1.15 P.M.
Saloon	Lactes	Tuesday, 16th, 2.00 P.M.
Philippine Islands	Ten	Tuesday, 16th, 3.00 P.M.
Straits and Rangoon	Wardha	Tuesday, 16th, 4.00 P.M.
Japan via Yokohama	Yutaka	Tuesday, 16th, 4.00 P.M.
Swatow and Straits	Pahat	Tuesday, 16th, 5.00 P.M.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples	Lutov	Wednesday, 17th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
(Late Letters 11 A.M. to 11.30 A.M. Extra postage 10 cents)		

Macao	Sui Tai	Wednesday, 17th, 1.15 P.M.
Japan via Kobe, Canada, Tacoma and United States via Seattle	Bellerophon	Wednesday, 17th, 2.00 P.M.
Siam	Keongwai	Thursday, 18th, 9.00 A.M.
Shanghai and North China	Hangkong	Thursday, 18th, 11.00 A.M.
Hohow, Haiphong and Pakhoi	Singam	Thursday, 18th, 11.00 A.M.
Macao	Sui Tai	Thursday, 18th, 1.15 P.M.
Shanghai and North China	Chenan	Thursday, 18th, 3.00 P.M.
Kudat and Sandakan	Borneo	Friday, 19th, 8.00 A.M.
Swatow, Amoy, Formosa and Poochow	Haiching	Friday, 19th, 10.00 A.M.
Jalut, Yap, Ponape, Saipan, Truk, Kusaie, Koror and Nauru	Germania	Friday, 19th, 4.00 P.M.
Japan via Moji and South America	Pooching	Friday, 19th, 4.00 P.M.
Singam	Kyoto Maru	Friday, 19th, 5.00 P.M.

Philippine Islands, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Matapi, Australia and New Zealand via Brisbane	Prinz Waldemar	Saturday, 20th, 8.00 A.M.
Sandakan	Mausang	Saturday, 20th, 11.00 A.M.
Straits and India via Calcutta	Catherine Apear	Saturday, 20th, Noon
Philippine Islands	Yuensun	Saturday, 20th, 1.00 P.M.
Philippine Islands	Zafiro	Saturday, 20th, 3.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN, UNITED STATES, SOUTH AMERICA AND CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)	Empress of India	Saturday, 20th, 4.00 P.M.
		Registration with late fee of 10 cents up to 4.00 P.M.
		Registration, Kowloon B.O. 3.00 P.M.
		No late fee
		Letters 5.00 P.M.
Shanghai and North China	Linan	Saturday, 20th, 6.00 P.M.
Swatow	Hainan	Sunday, 21st, 9.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

April 15th.

On LONDON—	
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11
Bank Bills, at 30 days sight	1/11
Bank Bills, at 4 months sight	1/11
Credits, at 4 months sight	1/11
Documentary Bills 4 months sight	1/11
On PARIS—	
Bank Bills, on demand	245
Credits, at 4 months sight	242
On GERMANY—	
On demand	199
On NEW YORK—	
Bank Bills, on demand	47
Credits, at 60 days sight	43
On BOMBAY—	
Telegraphic Transfer	144
Bank, on demand	145
On CALCUTTA—	
Telegraphic Transfer	144
Bank, on demand	145
On SHANGHAI—	
Bank, at sight	72
Private, 30 days sight	73
On YOKOHAMA—	
On demand	95
On MANILA—	
On demand	95
On SINGAPORE—	
On demand	82
On BATAVIA—	
On demand	116
On HAIPHONG—	
On demand	11
On SAIGON—	
On demand	12
On BANGKOK—	
On demand	79
SOVEREIGNS, Bank's Buying Rate	\$10.25
GOLD LEAF, 100 fine, per tael	\$53.60
BANK SILVER, per oz.	27

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.60 discount.
Chinese	10 "	\$7.30 "
Hongkong	20 "	\$6.50 "
Hongkong	10 "	\$7.28 "

MAILS VIA SIBERIA.

Date	Due
March 27th.	April 12th.
March 30th.	April 15th.

SHARE LIST.—QUOTATIONS, HONGKONG, APRIL 15th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$850
China Borneo Company, Limited	60,000	\$12	all	\$10, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$14, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$3, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$72	all	\$20, buyers
DOCKERS AND WHARVES.				
Hongkong Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$45, sal. & buy.
New Amoy Dock Co., Limited	10,000	\$62	all	\$61, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 82
Green Island Cement Co., Limited	400,000	\$10	all	\$5, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, sales
Hongkong Hotel Company, Limited	12,000	\$50	all	\$109, buyers
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$25
Hongkong Ice Company, Limited	60,000	\$10	all	\$25
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, buyers
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$34, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$205, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$130, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$335, sales
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$870, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$210, Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$102, buyers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$74, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54, sal. & buy.
Matsechappi tot Mija, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 72, sales
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$7/6, buyers
Trench Mines, Limited	160,000	\$1	all	\$7/6, x. div. bu.
Heeswood Tin and Rubber Estate, Ltd.	715,280	\$1	all	\$4
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$124
Peak Tramways Co., Limited	25,000	\$10	all	\$120
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$108
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$31
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$114, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$76, f. d. on.
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 ord.	\$25	all	sal. \$7. 15s.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$107, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$18, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$6, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$5, buyers
Watkins, Limited	10,000	\$10	all	\$3
A. S. Watson & Co., Limited	90,000	\$10	all	\$52, buyers
Watson, Limited	5,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	13,200	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$10	all	\$40
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ord. 100 fdrs.	\$10	\$4	\$10.
Union Waterboat Co., Limited	50,000	\$10	all	\$300.
RUBBER.				
Para Rubber in London				4/10 1/2 per lb. quiet.
LOANS.				
Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
TO-NIGHT				
9.15 P.M.—Bandmann Opera Co., at the Theatre Royal—"Peggy."				
FOORTHCOMING EVENTS.				
Thursday, 18th April—Annual General Meeting of Hongkong Tennis League, at Hongkong Cricket Club Pavilion, 5.15 P.M.				
Saturday, 20th April—Hongkong Football Club Annual Dinner in the Hongkong Hotel, 7.45 P.M.				
Monday, 22nd April—Auction of Crown Land at Island Lots Nos. 54 and 1553, by Public Works Dept., 3 P.M.				
Tuesday, 23rd April—Thirty-Ninth Ordinary Yearly Meeting of Union Insurance Society of Canton, Ltd., Noon.				
Tuesday, 23rd April—Forty-Sixth Ordinary Yearly Meeting of China Traders Insurance Co., Ltd., 12.30 P.M.				
Saturday, 27th April—Half-Yearly Meeting of Hongkong Jockey Club, 12.30 P.M.				
Tuesday, 30th April—Extraordinary General Meeting of Hongkong Cotton, Spinning Weaving & Dyeing Co., Ltd., at the Office of Messrs. Jardine, Matheson & Co., Ltd., 11 A.M.				

PRINTING

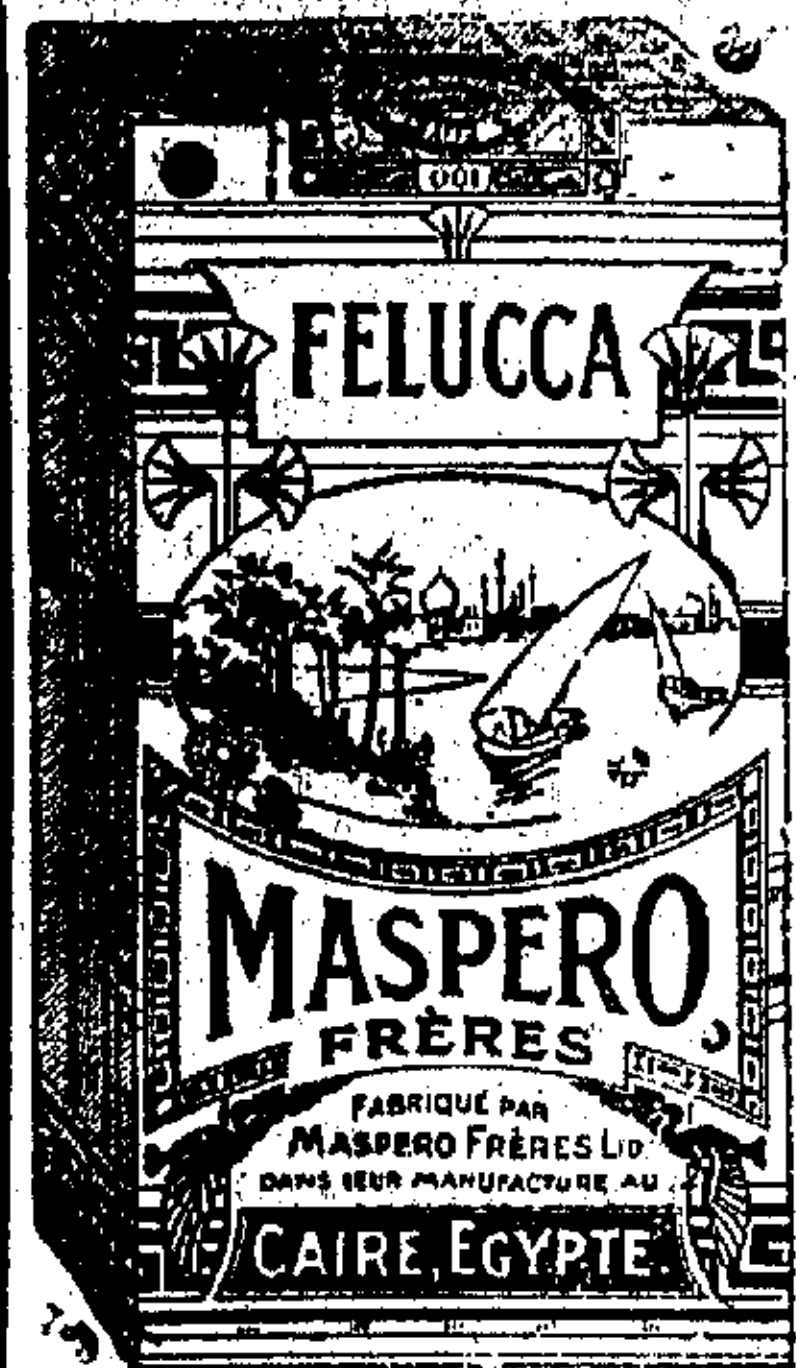
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